



The China Mail

ESTABLISHED 1845

No. 14,908.

二月二十一百九十一英

HONGKONG, THURSDAY, FEBRUARY 2, 1911.

日正月三統宣

PRICE, \$3.00 Per Month

OLD VAT
No. 4

SCOTCH
WHISKY

SOLE AGENT IN
HONGKONG,
CHINA &
MANILA.

A. S. Watson &
Co., Ltd.

As applied to the
House of Lords
and
House of Commons.

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

OFFICERS:
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinance and under
Life Assurance Companies' Acts, England.
Insurances in Force \$37,855,885.00:
Assets \$8,415,250.00.
Income for Year \$3,506,539.00.
Insurance Fund \$8,216,812.00.

LEFFERTS KNOX, Esq.,
District Manager.
B. W. TAPE, Esq.,
District Secretary.
Alexandra Building.

C. Lawder, Esq.—Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.—C. J. Lafrentz, Esq.
Hongkong, November 16, 1900.

MARKET LIMITS.

Correspondence was submitted at the
meeting of the Sanitary Board this afternoon
relative to Tsim Sha Tsui market
limits.

The President minutes that 100 yards
radius was inadequate as it permitted
hawkers to sell within such proximity as
to cause serious hardships to stall-holders.

The Government submitted a letter in
which His Excellency the Governor pointed
out that the Board's recommendation
was entirely a new departure and that
since there was no market in the Colony
which had so large a reserved area, some
hardships would be inflicted upon licensed
hawkers. His Excellency mentioned that
he would be glad if the matter could be
reconsidered by the Board—especially as
neither of the Chinese members had
recorded an opinion on the proposal.

Mr Ng Hon Tsz minutes:—A radius of
one hundred yards would, in my opinion,
be sufficient to prevent unfair competition
with the market stall-holders.

Colonel Bedford—Adheres to the original
limits.

UNION WATERBOAT CO., LTD.

The report for presentation to the share-
holders at the sixth ordinary annual meet-
ing to be held at the Company's offices, on
Monday, the 6th February, at 3 p.m.
says:—The General Managers have now
the pleasure to submit their annual report
and statement of the company's accounts
made up to 31st December, 1910.

The net profit for the year ended 31st
December, 1910, after allowing for Consulting
Committee and auditor's fees, amount
to \$35,424.24.

The General Managers recommend the
payment of a dividend of 5 per cent., which
will absorb \$13,861.50, write off \$11,000.00
from the value of the waterboats, transfer
to an insurance fund \$10,000.00 and carry
forward a balance of \$687.00 to the new
account.

Consulting Committee—Since the last
meeting Mr Duncan Clark has resigned and
Mr A. H. Skelton has joined the committee.

Auditors.—The accounts under review
have been audited by Mr A. O. D. Gourdin.

DIPHTHERIA—HOW IT MAY BE
AVOIDED.

DIPHTHERIA is usually contracted
when the cold has seized. The cold
prepares the child's system for the re-
ception and development of the diphtheria
germ. When there are cases of diphtheria
in the neighbourhood children that have
soda should be kept at home and of the
street until recovered. Give them Cham-
berlain's Cough Remedy and they will not
have to remain at home long. It also
cures cuts the culture beds, which form in
a child's throat when he has a cold, and
minimize the risk of contracting infectious
diseases. For sales by all Chemists and
Druggists.

Business Notices.

W. S. BAILEY & Co., Ltd.
OFFICES AND WORKS, KOWLOON CITY ROAD, H.K.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work, and
Engineering Work and Repairs of
every description.

THE NESTLÉ & ANGLO-SWISS
CONDENSED
CHAM (Switzerland)

Another Famous Product
of the above Company.

49-103

MILKMAID
BRAND

Full Cream Milk.

LARGEST SALE
IN THE
WORLD.

As a guarantee of Quality.

SEE THE
Milkmaid
ON EVERY TIN.

Hongkong, December 1, 1910.

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday, and Saturday at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company or Messrs. THORS, COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, December 8, 1910.

12

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

1788

17

Intimations.

G. FALCONER & CO.,LIMITED,
WATCH-MAKERS AND JEWELLERS.
Telephone No. 963.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.FALCONER, & CO., ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS.

ADMIRALTY CHARTS AND BOOKS.

ADMISSIONS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

1785

WING ON CO.,TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and

China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.
208-212, DES VŒUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL, (Trams pass the door).

Telephone 189.

772

Cakes

WEISMANN'S

Bread.

Hongkong, July 20, 1910.

800

CROWN ROYAL EXTRA CANVAS
STRONG TARPAULINS, MOST RELIABLE QUALITIES, FROM
M. C. THOMSON & CO., LTD.,

GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS :
MELCHERS & CO.,
AND THE PROMINENT SHIPCHANDLERS.Carbonic Acid in Steel Cylinders and
Aerated Water Machines

ALL ACCESSORIES FOR SAME.

(D) **MELCHERS & CO.**

**NATURAL
ENO'S
HEALTH-GIVING
FRUIT
REFRESHING
SALT
INVIGORATING**

PATELL & CO.,

Exporters & Importers

NOTICE

HIGH-CLASS PRINTING
AND
BOOK BINDING

DONE AT : -

THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars,

Programmes, Menus, etc., etc.

Artistically Arranged and

Carefully Printed.

Clean, Fresh and prompt delivery

guaranteed.

You send us the 'copy', we do the rest.

Intimations.

**MITSU BISHI GOSHI KWAISHA**
(MITSU BISHI CO.)

GOAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-SIMA, OCHI, MUTAEBI, HOJO, KANADA, NAMAZU, SAYO, SHINNEW and KAMIYAMADA Collieries.

SOLE AGENTS for KISHIDAKE COAL.

HEAD OFFICE : - TOKYO.
BRANCH OFFICES : -

Nagasaki, Moji, Karatsu, Wakamatsu, Kebe, Osaka, Shanghai, Hongkong, Hankow.

TELEGRAMS for above : - IWASAKI.
Code : - Al, ABC 5th Ed., Western Union.

A-G-E-N-C-I-E-S : -

YOKOHAMA : M. Asada, Esq.

CHINKING : Messrs Gearing & Co.

MANILA : Messrs Macondray & Co.

for particulars, apply to : -

H. OISHI,
Manager,
No. 2, PEDDER STREET,
HONGKONG.

Hongkong, January 9, 1910. 818

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING

of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on SATURDAY, 4th February, 1911, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year 31st December, 1910.

The REGISTERED SHAREHOLDERS of the Company will be CLOSED from THURSDAY, 2nd January to SATURDAY, 4th February (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
HOWBRAY S. NORTHCOOTE,
Secretary.

Hongkong, January 17, 1911. 76

STEAM LAUNDRY CO.,

Y A U M A T I .

ESTABLISHED 1894.

THE only successful Steam Laundry in THE FAR EAST. THE ONLY LAUNDRY IN THE COLONY UNDER EUROPEAN SUPERVISION.

The Water, Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a

specialty. Doyen No. 4, Beaconsfield

Arcade. Tel. K. 32.

R. WOOD,
Manager.

Hongkong, January 27, 1911. 134

THE POST OFFICE.

The British Post Office is to close for

three days for the Chinese New Year

holidays, while the Chinese Post Offices

close from Sunday till Wednesday, four

days in all, though all mails from exports

will be duly delivered. How long will it

be before China settles to adopt the

Western dates for the New Year, and

thus avoid all the inconvenience occurring

from their present scheme. One is

always deeply thankful when the

dislocation due to the New Year is over,

since it upsets mails, steamers, business

and family life in a way that would never

be tolerated in a Western country. As a

rule too, the weather is better in January

than now. It is generally too cold and

damp for a really enjoyable holiday just

when the Chinese New Year becomes due,

and always, travelling is much more ex-

pensive and more dangerous than at other

times of the year.

The Opinion of Saigon, hears that the

Messagers Maritimes will shortly place

more steamers on its Antwerp-Far East

line. The steamers will leave Antwerp on

the first of every month for China and Japan,

calling at Marseilles, Port Said, Jibuti and

Colombo. On the homeward trip they will

call at Saigon, and by turns, at Aden and

Jibuti.

The Sunmoro Fou sees signs of an ap-

proaching coffee boom, judging from the

steady rise in quotations. This is a dis-

appointment to planters in Java who, driven

to despair by years of low prices, had given

coffee up. Java's output is very small, but

the output will begin to increase when the

plantations of the Robusta kind come into

bearing. Robusta is now the hope of the

few coffee growers in Java.

DO YOU WANT RELIEF?

ARE you frequently 'hoarse'? Do you

have that annoying tickling in your

throat? Do you cough away you at

night? Do you have aches in the morn-

ing? Do you have a cold?

If so, you will be pleased to know that

the Chinese Medicine Company will

be pleased to supply you with Chinese

and Shookooher.

Hongkong, December 17, 1910. 1322

AMOY NOTES.

(From Our Own Correspondent.)

AMOY, January 28.

THE NEW KULANGSU MUNICIPAL COUNCIL.

The annual general meeting of Ku-

langsu ratepayers was held in the

Municipal Board room on Tuesday, Jan-

uary 24th, at 4.30 p.m., for the passing of

accounts for 1910, the election of a Council

for 1911, and to make provision for the

payment of municipal expenses for the

current year, as well as for the transaction

of such other business as may lawfully

pertain to the municipality. There was a

large attendance of ratepayers, and out of

the nine members nominated the following

six were duly elected : - Messrs Part,

Pike, [L. I. Thomas, Tsuburabata,

Wales and Wilson. The larger number

nominated this year, betokens a deeper

interest among the foreign residents in the

affairs of the municipality, and due con-

gratulations are offered to those who have

been elected. Many important matters

will come up for discussion during the

year, and as some of the newly elected

gentlemen are new to office, they will have

a chance of trying their spurs and proving

themselves worthy of the ratepayers' choice.

A NEW PORT SIGNAL CODE FOR AMOY.

A new port signal code comes into

force to-day from February 1st, whereby

though the existing code remains the

same, the appointed berth will be displayed

under the vessel's number instead of under

the house flag.

CHINESE NEW YEAR.

The last day of the Chinese Year this

time happened to be on a Sunday, and the

first three days of the New Year count

as a Holiday, so that allowed the usual

four days' holiday right off. The

steam launches however only stop running

for a day, at least most of them, while

some did not run on Wednesday, the 3rd

of the 1st moon, that being, for some

reason an unlucky day. The weather has

been muggy and damp, foggy and cloudy,

with a typhoon signalled North of Formosa,

and a gale up North. We are hoping for

rain.

STUDY OF EDUCATION SOCIETY.

The local society for the Study of

Education in the Orient met for its usual

monthly meeting at the residence of the

American Consul Mr Julian Arnold

on Friday evening, Jan

Hongkong Steel Foundry Company.

We are
SPECIALISTS
in the Manufacture of
Best Cast
Steel
Castings.

Every Description of Castings for
Shipbuilders, Engineers, Railways,
AND, Machinery
High-Grade
Castings.

GORDON & Co., General Managers, Hongkong.

To Let

FOR SALE OR TO LET.

K ENLIS' 76A, THE PEAK; Seven Rooms; Large Verandah; American heating apparatus installed, making the house dry and comfortable throughout the year; Vegetable and Flower Gardens; Croquet Lawns; 15 minutes walk from tram; 7 minutes by rickshaw. One of the best situations at the Peak; cool in summer, warm in winter.

Apply to
HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, February 2, 1911.

TO LET

IN SHAMEN, BRITISH CONCESSION, CANTON:
A SIX-ROOMED HOUSE, situated in Central Avenue, suitable for Office and Residence.

FOR SALE Two Valuable Ground Lots Middle Avenue
For Particulars, apply to
HERBERT DENT & CO., Canton.

Canton, Sept. 27, 1910.

TO LET

HOUSE No. 9A, WONG-NEI-CHONG ROAD.
Apply to
NG YUEN HING,
64, Bonham Strand West.
Hongkong, January 10, 1911.

TO LET

G ODOWN No. 5A, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, February 1, 1911.

TO LET

G ODOWN No. 4, NEW PRAYA, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, February 1, 1911.

TO LET-FURNISHED

L EWINOR' No. 116, PLANTATION ROAD, PEAK, from April 15th next.
Apply to
M. W. SLADE,
Prince's Buildings,
Hongkong, January 25, 1911.

TO LET

L ARGE FLAT, suitable for Office or Show Rooms.
Apply to
HONGKONG ICE Co., Ltd.
Hongkong, December 1, 1910.

TO LET

G ODOWNs, 95, 96 and 97, PRAYA EAST.
Apply to
CHATER & MODY.
Hongkong, December 6, 1910.

TO LET

F OUR and Five-Roomed HOUSES, at Kowloon. New and Convenient SHOPS, NATHAN ROAD, Kowloon, immediate possession, Cheap Rentable.
Apply to
HUMPHREYS' ESTATE & FINANCE Co., Ltd.
Hongkong, March 23, 1910.

TO LET

N O. 57, PRAYA GRANDE, MACAO.
NETTLEWOOD, No. 55, Robinson Road. Furnished for about 9 months from March, 1911.

No. 23, BELLIOS TERRACE; No. 17, MOSQUE JUNCTION; No. 21 & 25, SHELLY STREET. 'YALTA,' from 1st April, 1911, fully furnished, with Glass Temple Court and Garden.
No. 11, BEACONSFIELD ARCADE (Shop).

FOR SALE, TOR CREST, at Peak, commanding magnificent view of the Harbour and adjacent islands.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, April 12, 1907.

TO LET

21, CONDUIT ROAD, Clifton Gardens, GODOWNS, 151 to 165, PRAYA EAST.
A HOUSE in WONG-NEI-CHONG ROAD, SEMI-EUROPEAN FLATS, Moderate Rents, PRAYA EAST-Corner of Observation Place. The Trams stop at the door. Also new EUROPEAN FLATS adjoining the new Seaman's Institute, PRAYA EAST.

An OFFICE on 1st Floor, 16, DES VOUX ROAD, CENTRAL; OFFICES in KINGS' BUILDINGS, 4th Floor.
11 of MACDONNELL ROAD, from 1st May.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, February 1, 1911.

Intimations.

CHEONG HING.

H AS ALWAYS ON HAND
A LARGE ASSORTMENT OF
CURIOS, PORCELAIN, JADESTONE
AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

HONGKONG, No. 77, QUEEN'S ROAD CENTRAL.
Hongkong, October 13, 1910.

NOTICE.

M I LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training
Europeans to pass the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write to
China Mail office or direct to 37, Holly-
wood Road, 2nd floor.

Hongkong, December 24, 1910.

1553

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS
WORTH TWO IN THE BUSH).

T HE bird in the hand' to the
merchant is the customer within
the store. It requires some sort of
attraction in the first place to get the
customer to buy the best attraction;
a striking good will catch the eye
that has been carefully written, artis-
tically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best,
look the best and give the best results.

Hongkong, April 12, 1910.

424

JAPANESE MAKERS.

E VERY KIND
OF
Footwear
MADE
TO
ORDER

CHERRY & CO.,
35, WELLINGTON STREET.
Hongkong, May 5, 1910.

678

THE BACK DOOR

A SKETCH OF WHAT MIGHT
BAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' OFFICE,
5, Wyndham Street

Price ... 60 Cents

CAN YOU FIND
A BETTER OFFER
THAN THIS?

1. Government and Municipal Guarantees for the ultimate repayment of principal, at least at par.

2. Possibility of Premiums, the smallest amount being one-half per cent. per annum, the largest being one-half per cent. per annum.

3. Payment of the sum you wish to invest by easy instalments.

4. Premium Bonds give you little opportunity.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable locally or abroad, in the principal cities and Municipalities of Europe; they are redeemable at periodic drawings, either in Cash or in the principal cities of Europe, and are held at their full nominal value.

5. EASY PAYMENTS.

We sell these bonds singly or in combinations of two or more, and monthly instalments ranging from £1 to £10.

We are the largest Dealers in the world.

Write for Handbook, sent post free.

MELVILLE, OLYN, & CO., Bankers,

3, Rue de la Bourse, Paris (France).

Price ... 60 Cents

PREMIUM BONDS

give you little opportunity.

A HISTORY OF UNION
CHURCH.

BY the REV. G. H. BONDFIELD and
DYER BELL, M.R.A.S.

Edited by REV. C. H. HICKLING.

To be had at the 'CHINA MAIL' OFFICE,
5, Wyndham Street.

Price ... 60 Cents

EVERYONE SHOULD HAVE IT

Price Ten Cents.

From the 'CHINA MAIL' OFFICE.

Hongkong, June 22, 1910.

610

THE CHINA MAIL

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE

VARIOUS PORTS IN CHINA AND JAPAN.

5 per Annum delivered in Hongkong

£12.50 to all Coast Ports.

5, Wyndham Street, HONGKONG.

Price ... 60 Cents

Orders booked by Manager, CHINA MAIL

Such are a few impressions of our trip

Equally

Want' Advertisements

PREPAID

\$1 per inch..... 3 insertions.

\$2 " " One week.

WANTED.

G. R. PUBLIC AUCTION.

Particulars and Conditions of the Letting

by Public Auction Sale, to be held on

MONDAY, the 5th day of February

1911, at 3 p.m., at the Office

of the Public Works Department, by

Order of His Excellency the Governor

of One Lot of Crown Land at Ha-to

Wan, in the Colony of Hongkong, for

a term of 75 years, with the option of

renewal at a Crown Rent to be fixed

by the Surveyor of His Majesty the

King, for one further term of 15 years.

Particulars of the Lot

RENT.

Boundary

Dimensions

Compre-
hension

Annual Rent

RENT.

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson & Co., Ltd.,
ALEXANDRA BUILDINGS.S. MOUTRIE & Co.,
LIMITED.THE
HOME
OF THE
VICTORNEW RECORDS AND MACHINES
BY
EVERY MAILTHE
MOST UP-TO-DATE
STOCK
300 Machines
and
12,000 Records
TO SELECT FROM.
LIMITED.
Hongkong, April 16, 1907.WM. POWELL,
LIMITED.
ALEXANDRA BUILDINGS.Now Showing
A
CHARMING SELECTION
OF
NEW MILLINERY
JUST ARRIVED.PRICES MOST
REASONABLE.Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.EMPIRE
CINEMATOGRAPH THEATRE,
THE PIONEER HALL OF THE COLONY
Drs Veux ROAD CENTRAL,
Opposite Central Market.2 Performances: 7.15 to 9 and
9.15 to 11.30 P.M.SPLENDID PROGRAMMES
NIGHTLY.MISS DOLLY SWIFT,
Mr. DENNIS CARNLY.

GRAND MATINEES.

SATURDAYS AND SUNDAYS, AT 4 P.M.

AT REDUCED PRICES.

£163,000,000, a total in three years of no less than £455,000,000. A very large portion of the new capital was raised for railways, about £375,000,000 being required, directly or indirectly, for the construction, improvement, and equipment of them. In ascertaining the large amounts of capital that Great Britain has supplied to individual Colonial and foreign countries Mr. PAISH was compelled to recognise the powerful influence which our country had exerted in developing the world's natural resources by supplying other countries freely with the funds for railway construction, for mining, and for the production of every kind of natural wealth. It was no exaggeration to state that Great Britain's enterprise is placing her supplies of new capital wherever it could be profitably employed had been one of the great forces which had made for the increased prosperity of the human race in modern times. The country which had received the largest amount of British money was the

United States, where we have been placing capital since the days of Queen ELIZABETH. There had, of course, been periods in which the United States had been in position

to repay some of the capital, but these periods had been short, and from decade to decade the amount of our investments in the United States had shown large expansion until at the present time, it stood at about £608,000,000, of which nearly £600,000,000 was in railway securities. Outside the British Empire and the United States, our investments were largely confined to the young nations of America. In Europe our greatest investment was in Russia, where the amount placed was £38,000,000, of which £8,000,000 represented the capital of Russian oil companies, £5,000,000 the capital of mining companies, and £16,000,000 Government loans. Although £3,529,000 was the nominal value of

Suez Canal shares held by the British Government, their market value was now £38,000,000.

BRITISH INVESTMENTS
ABROAD.

WHEN Mr. LLOYD GEORGE started on his career as Chancellor of the Exchequer and began to outline the schemes he had in mind for raiding the pockets of the rich and well-to-do to enable him to provide funds for old age pensions and other communistic devices it was freely declared that one effect of his policy would be to drive British capital out of the British Isles. It was acknowledged that within certain limits this was a new phenomena, but hitherto trade and industry in the old country had always been able to obtain all that was required in the way of funds, and overseas investments were, in a manner of speaking, a secondary consideration. This condition is expected to be reversed, however, as the effect of the new taxation proposals become more pronounced. Whether it will be as the croakers aver, time alone can tell.

Meanwhile it is decidedly interesting to discover how much British capital is now invested abroad. The most recent figures are to be found in a speech delivered by Mr. GEORGE PAISH before a meeting of the Royal Statistical Society and they can, we imagine, be accepted without reserve. He began by stating that the amount of capital invested by Great Britain in India, the Overseas States and foreign countries, up to the end of 1907, was £2,603,730,000, of which £1,312,000,000 was invested in the Colonies and £1,391,000,000 in foreign countries, and that this capital was bringing to the country an income of £130,701,000 per annum, equal to a return of 5.2 per cent. In the three years since 1907 the amount of the new capital issued in London on behalf of Colonial and foreign governments, municipalities, railways, banks, mining and other joint stock industrial companies was:—1908, £145,000,000; 1909, £182,000,000; 1910, to date £189,000,000.

Usually the Continent participated in these new issues, but after making every allowance it was evident that the actual amounts supplied by Great Britain were: 1908, £130,000,000; 1909, £160,000,000; and in 1910

through the upsetting of a launch that was towing a military target down the Rangoon river, Capt. T. G. Bonhag, Woods and Gunner Dellow, all of No. 62 company, R.G.A., were drowned. Capt. Lyon and four men were saved.

Messrs Macmillan and Co.'s representative will hold an exhibition of their educational works (in English and Chinese) from February 10th to 16th inclusive at Messrs Kelly and Walsh, Ltd.

NEWS OF THE DAY.

The French Mail of the 3rd January was delivered in London on the 1st Feb.

Owing to the plague in the North, the Rugby game arranged between Shanghai and Tientsin, at Tientsin, was abandoned.

A native who was going to "joss" at Tai Ping fell and was afterwards picked up dead.

The French Supreme Court has decided that a kiss exchanged by a husband and wife in the presence of witnesses, after legal proceedings for divorce have been undertaken, does not constitute a reconciliation.

Speaking before the National Service League, Sir Thomas Galloway said he had just completed his report on the health of the Army. The British soldier, nowadays, was more healthy than he had ever been.

We have received from Mr Mauricio E. Bandmann a batch of cuttings from Indian newspapers giving glowing accounts of the performances of "The Quaker Girl" and "The Balkan Princess" at Bombay. The visit to Hongkong will be eagerly awaited.

Messrs Thos. Cook and Sons kindly inform us that they have received a cable

in connection with the International Sleeping Car Company's train service via Sikkim, that the Dairen-Shanghai service will be made weekly, leaving each end on Sunday.

Orders have been received by Lancashire manufacturers which will keep the cotton mills going at full speed for a considerable time at fairly remunerative rates. The demand for labour everywhere is keen. The Times says that full advantage is being taken of the briskness of trade. There are people who believe that the stocks of cotton will not hold out until the next crop is available, and that there will be a scarcity, with ridiculously inflated prices for the raw material before September. There is great demand at Birkenhead, also at the Tyne and Tees Royal dockyards, for shipworkers. The prospects of the coming year are of the healthiest.

Colonel Bedford minuted:—1. Is it im-

possible for the vote to be delayed?

2. Is the vote a fixed one or on a sliding scale

according to requirements? 3. For train-

ing recommended in 1909 (May) it seems

unfortunate that the work will be referred

for consideration until 1912.

Colonel Bedford minuted:—It is much

to be regretted that in view of the very

high incidence of malaria disease both in

the civil community of Shaukiwan and the

garrison at Lyceum we must wait another

year before anything can be done towards

training the mosquito breeding nua-

lars. The reasons for clearing brushwood are:—

1. It affords shelter and cover for mos-

quitoes to harbour in and by means of

which they can gradually and progressively

work their way from breeding grounds to

habitats situated at a distance that

could not possibly be reached by a single

flight across open spaces. (2). It is the

presence of brushwood and scrub which

disguises and hides old tins, bottles, broken

crockery, etc., which form nurseries for

larvae. These dangerous articles would

never come to light if the scrub were

not cleared. There is an officer here now

who discovered an old portmanteau

containing water and larvae when having

the brushwood cut round his house. This

might have gone on producing mosquitoes,

if the scrub cutting had not discovered its

hiding place. (3) Scrub and brushwood

effectively conceal marshes, water holes

and such like and until the ground be-

cleared these cannot be detected. I would

earnestly recommend for the perusal of all

officials dealing with these matters a work

entitled: "Mosquito or man: the con-

quest of the tropical world" by Sir

Robert Boyce, F.R.S. If this were

done, much doubt, prejudice and un-

certainty would be cleared away. When

I remonstrated with the late Superinten-

dent, Botanical and Forestry Department,

upon his having a stagnant cistern in his

garden he replied, "You do not really be-

lieve that mosquitoes convey malaria to

man?" In view of that I may perhaps be

pardoned for venturing to suggest the pu-

rpose of the above mentioned work by those

in authority.

The Registrar General minuted:—What

is the authority for considering the cutting

down of brushwood useful in preventing

malaria?

The Medical Officer of Health minuted:—

In reply to the Registrar General, the

authorities on this question are those

people who have studied the life history

and habits of mosquitoes. With reference

to the opinion of the Superintendent,

Botanical and Forestry Department, as

quoted in the letter from the Government,

I have repeatedly endeavoured to explain

to that officer that until brushwood is

cleared away, it is impossible to find these

old tins and other receptacles, to say

nothing of the springs and water holes

which are breeding mosquitoes under cover

of the brushwood. An inspection of an

uncleared hillside in Hongkong will con-

vince the most casual observer that this is

so—the undergrowth being so thick that it

cannot be entered without much tramp-

ing down, which would only still further

cover up the concealed receptacles and

holes.

COST, BUT A TRIFLE.

WHILE

you suffer from pain in the stomach

Chamberlain's Colic, Cholera and

Diarrhoea Remedy gets to the right spot

immediately. For cramp, colic or diar-

rhoea it works like magic. For sale by all

Chemists and Stoekkeepers.

TOUCHES THE SPOT.

WHILE

you suffer from pain in the stomach

Chamberlain's Colic, Cholera and

Diarrhoea Remedy gets to the right spot

immediately. For cramp, colic or diar-

rhoea it works like magic. For sale by all

Chemists and Stoekkeepers.

COST, BUT A TRIFLE.

WHILE

you suffer from pain in the stomach

Chamberlain's Colic, Cholera and

Diarrhoea Remedy gets to the right spot

immediately. For cramp, colic or diar-

rhoea it works like magic. For sale by all

Chemists and Stoekkeepers.

COST, BUT A TRIFLE.

WHILE

you suffer from pain in the stomach

Chamberlain's Colic, Cholera and

Diarrhoea Remedy gets to the right spot

immediately. For cramp, colic or diar-

rhoea it works like magic. For sale by all

Chemists and Stoekkeepers.

COST, BUT A TRIFLE.

WHILE

you suffer from pain in the stomach

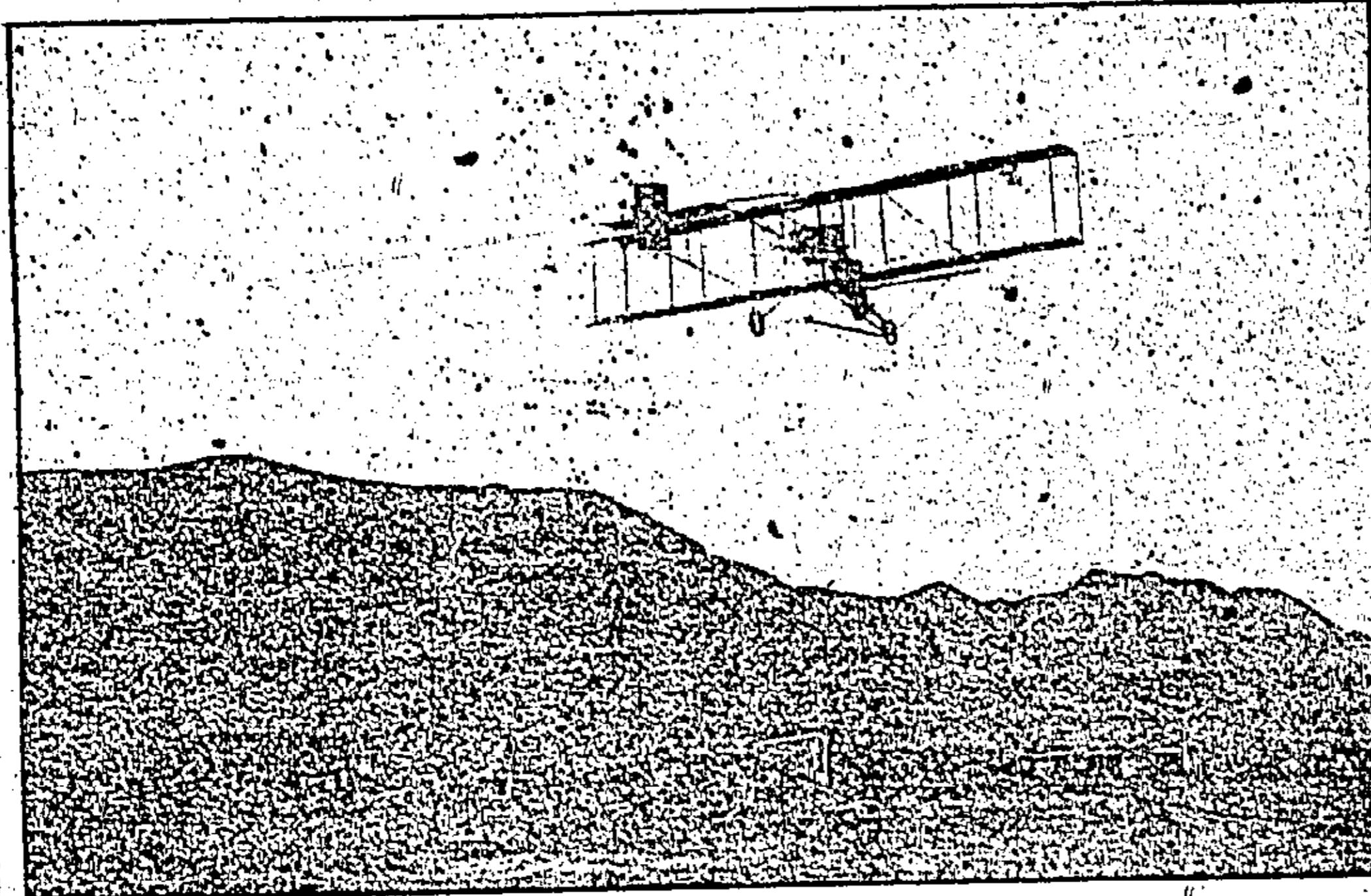
Chamberlain's Colic, Cholera and

Diarrhoea Remedy gets to the right spot

immediately. For cramp, colic or diar-</div

AVIATORS IN HONGKONG.

FLIGHTS TO BE MADE AT TAIPAO.



MR. MARS FLYING AT HONOLULU.

Three well-known American aviators, in the persons of Capt. Baldwin, Mr. J. C. Mars, and Todd Shriver, have been staying in Hongkong for some days past. They are on their way to Manila, where they are to provide one of the great attractions of the Carnival. But before leaving the Colony they intend giving Hongkong people an opportunity of witnessing a biplane in actual flight. Ever since they have been here they have been negotiating with the authorities with a view to selecting a good site, and at length they have obtained the permission of the Government to fly here and have arranged to make flights at Taipo on the 10th, 11th and 12th.

This was the information gleamed by a representative of the *China Mail* this morning when he called on Mr. Mars at the Hongkong Hotel. Though still a young man, Mr. Mars has gone through not a few thrilling experiences in his flights. A clean-shaven little man, spare of build and with dark piercing eyes, he is the chief flyer of the party. To talk with him is modesty itself. He refers in a most unassuming manner to his many feats in all parts of the world, and when mention is made of the risks of his hobby he says with a smile that there are dangers in everything. He has had one or two very nasty falls in his day, but luckily has come through all right, though more than one fellow-airman who has flown at the same meets with him have lost their lives. In his last flight in the United States:

"I suppose that even that difficulty will be overcome in time?" queried our reporter. "Sure to be," replied the Captain. "Why we haven't started yet on the structural age; we are simply going through the experimental period. The great trouble in construction is that we are continually inventing something which does not exist. All the theoretical laws we have taught are often very misleading, and great many of them are really of no importance."

"In the early days we were afraid to do with one propeller, but now we do it easily. Then, too, if we want to take an extra passenger we put him by the operator's side. We have thus a man's weight outside the centre of balance, but it really doesn't make any appreciable difference to our flying. There are a hundred and one other little 'trade secrets' we are gradually solving, it is simply a refining of the structure."

Capt. Baldwin was then called away, and as he left he remarked:—"Mr. Mars can tell you all you want to know about the business. Of course, we none of us know too much. But we can fly, and that's what you're after, isn't it?"

Mr. Mars informed our reporter that the flights at Taipo would be made by Capt. Baldwin. Mr. Shriver and Mr. Todd. He believed the charges for admission to the enclosure, would with the railway fares, be about \$6 for first-class and \$4 for second-class, though the latter had not yet been definitely decided. An American lady named Miss Robinson, at present staying in Hongkong, is to make an ascent on one of the days. She has previously enjoyed the sensation of flying, having gone up with the late Mr. Moulton, who met his death while flying at the International Meet at Belmont, U. S. A., in October last.

The photograph which is reproduced above shows Mr. Mars flying at Honolulu on the same biplane which is to be used next week at Taipo.

Aviation Notes.

The aviator Farman has radiographed at a distance of ten miles whilst aeroplane at Bux.

The German balloon Hildebrand, which had been missing since December 29, has been found in a lake near Wildenbruch in Pomerania, with the bodies of two passengers in the car.

The first aviation meeting at Shanghai will be held on the International Race Course at Kiangwan on Sunday and Monday, February 5 and 6.

Dispatches from Doury, Department of Ardennes, France, state that the aviator M. Roger, flew on a biplane across country with six passengers.

M. Juillard, on the Bristol biplane, with Captain Branner as observer, made a 10 miles' flight at Aurnigabad, in the presence of nine British Generals on January 10. The same party made a forty-minute flight, which was completely successful. This was a record cross-country flight for India.

Our representative could have got Mr. Mars to recount many stories of thrilling escapades such as the one quoted, for like most aviators, he has often found himself battling for his very life. Our reporter, however, wished to gain some knowledge of the airmen's intentions during their stay in Hongkong.

"We shall fly," said Mr. Mars, "on the 10th, 11th and 12th, a little way up the Railway. At first we thought of Shatin, but we found this was impossible on account of certain fortifications which exist in that district, so we had to go further on."

While the conversation was progressing, Capt. Baldwin, an old hand at aeronautics, entered the room and joined in the talk. Mr. Mars asked him for the name of the place from which the flights would be made, but the Captain smilingly avoided attempting to pronounce it and spelled out the word Taipo.

"It's a fine place for us," Capt. Baldwin remarked, "though the piece of ground from which we start is flooded at high tide, and we shall have to govern our flights by the state of the tide."

"We shall fly during the afternoon, if possible, and we are making special arrangements with the Railway people to issue tickets which shall cover the cost of the trip up and back and also permit of admission to the roped enclosure."

"It's a beautiful place you have up there. I can tell you it fairly charms us all."

The Superior of the Italian Convent begs to acknowledge, with grateful thanks, the following donations to the above fund:

Mr. Friends	... \$30.00
Messrs. D. G. Gossow and Co.	... 20.00
Mr. Choo Leop Chee	... 20.00
Mr. R. Salina	... 15.0
Mr. F. Falio	... 10.00
Mr. V. Attanasio	... 10.0
Mr. Leong Shin Kong	... 10.0
Mr. Ho Wing	... 10.00
Mr. Kwok Yen-ting	... 10.00

SPORTING.

Cricket.

ROYAL ENGINEERS v. LVI FIELD K.O.Y.L.I.

The above match took place yesterday afternoon in the first round of the Soldiers' Club Cricket Shield Competition. It resulted in a win for the R.E. by four runs and 6 wickets. Scores:

K.O.Y.L.I.	
Le Cpl. Dempsey, c Davis, b Taverner	2
Pte. Clegg, c Summers, b Walker	14
Pte. Palmer, c Summers, b Walker	4
Sgt. Palmer, b Walker	1
Sgt. Booth, b Campion	26
Pte. Castleman, c Davis, b Pearson	3
Gr. Sgt. Knight, c Campion, b Pearson	5
Pte. Darley, c Morgan, b Pearson	0
Le Cpl. Rawnsley, c Summers, b Pearson	0
Pte. Hall, c Morgan, b Pearson	0
Le Cpl. Maxwell, not out	0
Total	56

ROYAL ENGINEERS.	
Cpl. McGregor, b Palmer	7
Cpl. Taverner, l.w.b., b Palmer	3
Sgt. Sturdy, c Palmer, b Dempsey	9
Cpl. Pearson, not out	15
Sgt. Davis, c Palmer	2
Cpl. Campion, not out	20
Sgt. Summers	0
Sgt. Collins	0
Cpl. Beardmore, Did not bat	0
Sgt. Morgan	0
Extras	4
Total	60

Football.	
HONGKONG CHALLENGE SHIELD.	
Under the auspices of the Hongkong Challenge Shield competition a committee meeting was held on Wednesday night when the draw took place and resulted as follows:	

A. R. G. A. v. K. O. Y. L. I. right half batt.
B. - Hongkong Rugby team v. R. E.
C. - Hongkong Association team v. Naval Yard.

Bye - K. O. Y. L. I. left half battalion.

The first round takes place on February 18 and the second on February 25. March 4, 11 and 18 are the other dates arranged, the latter being the final.

The winner of C in the first round plays the K. O. Y. L. I. left half in the second round, while the winner of A meets the winner of B.

Rugby.

THE GARRISON v. HONGKONG F. C.

The second round of the Challenge Cup Competition will be played to-morrow, Friday, at Happy Valley. Kick-off at 5 p.m. punctual.

The following will represent the Club:

Full Back, T. S. Robson; 1/2 Backs, H. G. Hegarty, D. S. Donelly; A. Wood, J. C. Roberts; 1/2 Backs, T. Cocker, A. A. Clarke; Forwards, J. F. McGregor (Leader), A. Temperley, D. G. Cheesman, E. H. Scott, W. Ross, J. Bell-Irving, T. F. Graham, W. E. Sutherland.

The following will represent the Garrison: - Lieut. Williams, A.S.C.; back: Pte. Head, K.O.Y.L.I.; lts. Egnall and Parry, R.G.A.; Lieut. Collins, Browne, K.O.Y.L.I., three-quarters; Lieut. Wilshire and Thicknesse, R.G.A.; half-backs: Capt. Loring, R.G.A., Lieuts. Tod and Benton, R.G.A.; Lieuts. Bradley and Lambert, K.O.Y.L.I.; Lieut. Wedd, R.E.; Gunner Ryan, R.G.A., and Lie-cpl. Scruton, K.O.Y.L.I., forwards.

Yachting.

CORINTHIAN YACHT CLUB.

In connection with the Corinthian Yacht Club, the second club race for the cruiser class will take place on Sunday. The course will be by way of Hongkong Island, starboard, the distance being 27 miles. The starting line will be between the club ring and the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A marked boat will be moored. The club is to be hoisted at 9.00 a.m. while the preparatory gun is to be fired five minutes later and the start will be made at 10 a.m. The fifth club race for the handicap class, also takes place on Signal Hill, the starting line being the flag staff on Signal Hill. A

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES mentioned:

STEAMERS	TO SAIL	REMARKS
LONDON, via USUAL PORTS (DELHI, etc.)	Noon, 4th	See Special ADVERTISING.
LONDON & ANTWERP, (NUBIA, etc.)	February	Freight and Passage.
VIA SYRACUSE, PAGI, CEDO, etc.	8th Feb.	
PORT SAID & MARSAILLE		
SHANGHAI, NOH, KOBE (NORE, etc.)	About 8th	Freight and Passage.
AND YOKOHAMA	Capt. G. PHILIPS	
SHANGHAI (ASSAYE, etc.)	About 17th Feb.	Freight and Passage.
LONDON & ANTWERP (CANDIA, etc.)	About 22nd Feb.	Freight only.
VIA SYRACUSE, PAGI, CEDO, etc.	Capt. W. R. HICKIE	

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO.'S.
ROYAL MAIL STEAMSHIP LINE.

EMPEROR LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail-Atlantic Steamers.

From Hongkong	From St. John, N.B.
EMPEROR OF INDIA	EMPEROR OF IRELAND
SATURDAY, 11th FEB.	FRIDAY, 10th MAR.
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 11th MAR.	FRIDAY, 10th APRIL
EMPEROR OF CHINA	EMPEROR OF IRELAND
SATURDAY, 9th APRIL	FRIDAY, 8th MAY
MONTEAGLE	
SUNDAY, 18th APRIL	
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 20th APRIL	FRIDAY, 26th MAY
EMPEROR OF JAPAN	EMPEROR OF BRITAIN
SATURDAY, 20th MAY	FRIDAY, 16th JUNE

*Emperors leave Hongkong at 7.00 a.m. and Montagle at 12 Noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, B.C. with the Royal Mail Steamer as shown above.

The Empress of Japan and "Empress of Ireland" are magnificent vessels of 14,600 tons, 3000 passengers, and are regarded as second to none on the Atlantic.

Passenger boats to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meal and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). £110/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Men on the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Intermediate, Intermediate, the accommodation and convenience being excellent in every way).

HONGKONG TO LONDON, Intermediate on Steamer and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port £25.

Via New York £25.

For further Information, apply to D. W. CRADDOCK, General Trade Agent, Corner Pedder Street and Praya (opposite Blake Pier).

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Catering.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING.

HAICHING Capt. W. C. Passmore FRIDAY, 2nd Feb., at 11 A.M.

HAIYANG Capt. A. E. Hodges TUESDAY, 7th Feb., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN Capt. A. H. Stewart (SUNDAY, 5th Feb., at 10 A.M. WEDNESDAY, 8th Feb., at 11 A.M.)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO., LIMITED.

GOHENEURG.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESIGNATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA & S.S. YEDDO Middle of February.

KOBE For Freight and further Particulars, apply to

Olof Wijk & Co., CHINA AGENCIES, AKTIEBOLAG.

TELEPHONE No. 471.

Hongkong, January 13, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the UNITED PROVINCES OF INDIA

EXHIBITION AT ALLAHABAD, 1910/11, and for the TURIN EXHIBITION of 1911.

Head Office for the Far East: 44, DES VIEUX ROAD, Yokohama.

Hongkong, April 4, 1908.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE.

Only Line taking the warm Southern Route across the Pacific, via HOKKOLU OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
MONGOLIA	27,000 Tons, SATURDAY, 11th Feb., at 1 p.m.
PERSIA	9,000, FRIDAY, 3rd Mar., at 1 p.m.
KOREA	18,000, FRIDAY, 10th Mar., at 1 p.m.
SIBERIA	18,000, FRIDAY, 24th Mar., at 1 p.m.
MANCHURIA	27,000, SATURDAY, 8th April, at 1 p.m.

* Twin Screw. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. MONGOLIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, the 11th February, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120.

24 months £125; including Birth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.E. & M.H. Services, U.S. Consul General, Consuls and Vice Consuls situated at Ports of Call, to United States and Canadian Points — Members of the Naval, Military, Diplomatic and Consular Circles of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points — Missionaries and their families.

INTERMEDIATE SERVICE.

Asia 9,500 Tons, SATURDAY, 4th Feb., at 1 p.m.

China 10,200, FRIDAY, 31st Mar., at 1 p.m.

The P. M. ASIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, February 4th, at 1 p.m.

On the Fine MAIL Steamers, ASIA and CHINA, First Class.

SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports £243.

Hongkong to San Francisco £225.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage, Freight, apply to the Agency of this Company, Kino's Emporium (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leave
VICTORIA, B.C. & TACOMA	TACOMA MARU	1918	Wednesday, 22nd Feb., at Noon.
VIA NAGASAKI, KOBE AND YOKOHAMA		6,078	

The Co.'s newly built steamers have fair speed, superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels.

Special attention given towards Express connection.

S. HIROI, Manager.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

Fair speed, superior passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Building.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS, DIERFLINGER, (17,000) WEDNESDAY, 8th Feb., at Noon.

TON, ANTWERP & BREMEN.

SHANGHAI, TSINGTAU, YORK, KOREA & YOKOHAMA.

Capt. G. Meiners, 17th Feb., at 8th Feb.

MANILA, YAP, MARON, NEW, PRINZ SIGISMUND, (6,000) SATURDAY, 25th Feb., at Daylight.

GUINEA, BRISBANE, SYDNEY, Capt. D. Lenz, 26th Feb., at Daylight.

MELBOURNE, (1) PRINZ SIGISMUND, (6,000) TUESDAY, 7th Feb., at Daylight.

KOBE AND YOKOHAMA, Capt. D. Lenz, 7th Feb., at Daylight.

BORNEO, Capt. F. Semilli, (5,000) Middle of Feb.

RUDAT AND SANDAKAN, Capt. F. Semilli, (5,000) Middle of Feb.

All the steamers of the European Lines are fitted with Wireless Telegraphy, now.

System of Telephones.

For further

THURSDAY, FEBRUARY 2, 1911.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Duo Marseilles (Brindisi 2 days earlier)	Duo Plymouth (London 1 day later)
Steamer Tons	Leave Hongkong	Leave Hongkong	Leave Hongkong	Leave Hongkong
DELHI.....8000 Feb. 4	Mantua.....11000 Mar. 4	Saturday, Mar. 4	Friday, Mar. 10	Friday, Mar. 10
ARCADIA.....7000 Feb. 18	Malwa.....11000 Mar. 4	Malwa.....11000 Mar. 18	Mar. 24	Mar. 24
ASSAYE.....7500 Mar. 4	Maccaroni.....16500 (Through St. calling at Bombay)	Apt. 1	Apt. 7	Apt. 7
MARMORA.....10500 Mar. 18	Moldavia.....10000 Apr. 1	Apt. 15	Apt. 21	Apt. 21
DEVANHA.....8000 Apr. 1	Mongolia.....10000 Apr. 13	Apr. 29	May 5	May 5
DELHI.....8000 Apr. 15	Moran.....11000 May 10	May 13	June 2	June 2
ASSAYE.....7500 Apr. 29	Mooltan.....10000 June 10	May 27	June 16	June 16
DELTA.....8800 May 13				

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax) 1st Saloon.....£71.16 Single. £106.14 Return. 2nd " " 48.8 " " 72.12 "

In addition to the above Mail Steamers the following

INTERMEDIATE (Non-Transhipment) STEAMERS

WILL LEAVE FOR

LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SUNDA.....4700	Jan. about 1911	about 1911
* NUBIA.....5907	Feb. 8	March 25
* SYRIA.....6660	Mar. 8	April 24
* NORE.....6700	Mar. 22	May 8
* PALAWAN.....4700	April 5	May 22
* BORNEO.....4600	April 19	June 5
* SICILIA.....6700	May 3	June 19
SUMATRA.....4690	May 31	July 17
* NILE.....6700	June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax) 1st Saloon.....£55.00 Single. £82.10 Return. 2nd " " 38.10 " " 57.4 "

* Carry 1st and 2nd Saloon Passengers

For further particulars apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

FORNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

STEAMERS CAPTAIN TO SAIL.

SHANGHAI, KOBE AND TONKIN, CHARDONNEL Feb. 12, p.m.

MARSEILLES, Via PORTS OCEANIEN, SELLIER, Feb. 13, at 1 p.m.

TRANSSHIPPING on the Co. Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via Paris, from £27.10 up to £71.16. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
VIA STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK,

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward. Homeward.

For Shanghai, Kobe & Yokohama, For Hamburg
S.S. SAMBIA.....5th Feb. S.S. HELIAS.....9th Feb.
S.S. SILESIA.....10th Feb. S.S. SAXONIA.....10th Feb.
S.S. PREUSSEN.....27th Feb. S.S. SEGOVIA.....15th Feb.
S.S. RHEINFELS.....12th Mar. For Bremen & Hamburg
S.S. SENEGAMBIA.....22nd Mar. S.S. PEZLA.....2nd Feb.
For Rotterdam & Hamburg
S.S. SUEVIA.....7th April. For Hamburg & Hamburg
S.S. BAYERN.....26th April. S.S. LIBERIA.....2nd Mar.
S.S. ARABIA.....3rd May. For Havre, Rotterdam & Hamburg
S.S. SAMBIA.....5th Mar.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINES STEAMSHIP CO.

Steamers. Tons Captain For Building Date.

ZAFIRO.....4,000 H. Mainland, Manila & Iloilo, Feb. 8 at 4 p.m.

RUBI.....4,000 S. Crosby, Manila & Iloilo, Feb. 20, at 4 p.m.

MANILA CARNIVAL, 21st to 28th February, Special reduced rate, £50 return.

For Freight or Passage apply to

Shewan, Tomes & Co., General Manager.

THE CHINA MAIL.

Shipping

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

S.S. 'MARMORA.'

10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON, Via BOMBAY,

WILL leave Hongkong on MARCH 18th, 1911, staying at Bombay 24 hours only and is due to arrive at MARSEILLES... April 15th. LONDON... April 22nd.

FARES TO LONDON — 1st Saloon.....£71.16 Single. £106.14 Return. 2nd " " 48.8 " " 72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

1006

CHARGEURS REUNIS.

NOTICES TO CONSIGNEES

ALL ROUND THE WORLD LINE.

NOTICE TO CONSIGNEES
FROM HAVRE, MARSEILLES AND
ESTRATS.

THE Steamship

ANIMAL DUPPEKRE.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co. Limited, Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th February, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 7th February, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

P. A. LAPICQUE & CO.,
No. 4, Queen's Building.
Hongkong, January 31, 1911.

143

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM PORTLAND & JAPAN PORTS.

JOHN GREEN & Sons, per Steamship

STRATHFELIX.

The above-named steamer having arrived, Consignees of cargo are hereby informed to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignee's risk and expense.

No Fire Insurance whatever will be effected.

All cargo remaining on board after THURSDAY, noon, February 2nd, will be landed and stored at Consignee's risk and expense.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on SATURDAY, February 4th, 1911, at 10 A.M.

All cargo undelivered on SATURDAY, February 4th, at noon will be subject to rent.

All claims must be filed on or before February 27, 1911, otherwise they will not be recognized.

FRED J. HALTON,

Agent.

Hongkong, January 27, 1911.

123

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway to San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Captain Date of Sailing.

* AMERICA MARU.....11,000 A. G. STEVENS Friday, Feb. 17, 1 P.M.

* TENYO MARU.....21,000 E. BENT Friday, Feb. 24, 1 P.M.

* NIPPON MARU.....11,000 H. S. SMITH Friday, March 17, 1 P.M.

* CHIYO MARU.....21,000 W. W. GRENNE Friday, April 14, 1 P.M.

* Triple Screws, turbine engines. * Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. The Twin Screw Steamer 'AMERICA MARU' will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 17th February, at 1 P.M.

SOUTH AMERICAN LINE:

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Captain Date of Sailing.

KIYO MARU.....17,500 H. NISHI Tuesday, Feb. 21, 1 P.M.

BUVO MARU.....10,500 K. HAMAMOTO Wednesday, April 19, 1 P.M.

HONGKONG MARU.....11,000 H. HINOKI Saturday, June 17, 1 P.M.

The Steamer 'KIYO MARU' will be despatched for VALPARAISO, CORONEL, VINA DEL MAR, MOLINA, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO and IQUIQUE, on TUESDAY, the 21st Feb., at 1 P.M.

FARES FROM HONGKONG to SAN FRANCISCO.

* SAN FRANCISCO. £45.00 Single. £60.00 Return.

* NEW YORK. £60.00 Single. £80.00 Return.

* LONDON. £120.00 Single. £180.00 Return.

* VALPARAISO. £60

MacEwen -
Frickel & Co.
AGENTS FOR
W. & A. GILBEY, LTD.

WINE MERCHANTS,

LONDON.

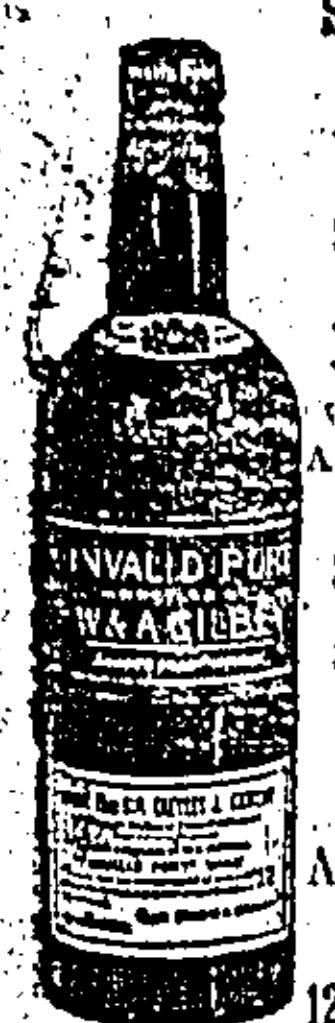
SPANISH PORT

A GOOD FRUITY
WINE.
\$12.00 per case.

INVALID PORT

A VERY FINE VINTAGE
WINE.
8 Years in Wood.
\$22.00 per case.

84 Port

An Exceptionally Fine
Light Tawny Wine.
12 years in Wood. \$24.00.

To-day's Advertisements

NOTICE.

It is hereby notified that on this date I have TAKEN OVER the AGENCY of the TOYO YUSEN KAISHA's San Francisco Line.

All the business of the Toyo Kisen Kaisha will henceforward be transacted by the Company's Office at King's Building.

K. MATSDA,

Manager,

Hongkong, January 27, 1911.

151

N O T I C E .

It is hereby notified that on this date the Agency of the TOYO YUSEN KAISHA's San Francisco Line has been TRANSFERRED to Mr. MATSDA, Manager, and the business of the Toyo Kisen Kaisha will hereafter be conducted by him.

F. J. HALTON,

Agent,

Hongkong, January 27, 1911.

152

P U B L I C A U C T I O N .

The Undersigned has received instructions to sell by Public Auction

T U E S D A Y ,

the 7th February, 1911, commencing at 9 P.M., at his Sales Room,

DUNDELL STREET,

A COLLECTION OF

R A R E A N D V A L U A B L E P O S T A G E

S T A M P S

(Particulars from Catalogue).

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer,

Hongkong, February 4, 1911.

153

SPANISH SHERRY.

A GOOD SPANISH WINE.

\$12.00 per case.

Natural

Montilla Sherry

A Pale, Nutty Sherry
natural and extremely
light in Alcohol.

5 Years Old. \$22.00.

MANZANILLA SHERRY

A DELICATE DRY WINE
9 Years Old.
\$22.00.

SCOTCH WHISKIES.

THE PROVOST.

A pure Malt Scotch
Whisky, Choice Quality
and well matured.
\$14.00 per case.

STRATHMILL

Old "Highland"
(Glenlivet) Guaranteed
Pure Malt Pot Still
\$19.00 per case.

SPEY ROYAL

Absolutely the Finest
Pure Malt Pot Still
Scotch Whisky
obtainable
over 10 years old.
\$22.00 per case.

G I N S .

OLD TOM GIN

\$10.00 per case.

LONDON DRY GIN

\$10.00 per case.

PLYMOUTH GIN

\$18.00 per case.

These Gins are Distilled
from unpeated Corn, and
highly rectified, and have
the delicate flavour of the
Juniper Berry.

Bottled in London

L I Q U E U R S .

Creme de Menthe

Cherry Brandy

Cherry Whisky

Creme de Cacao

Curacao

Marschino

Benedictine D. O. M.

Yellow Chartreuse

B U R G U N D I E S .

Per Per
Case Case

Qts. Pts.

Beaune 16.00 18.00

Fommard 18.00 20.00

Special attention given to family requirements.

Complete price list on Application

MacEwen Frickel & Co.,

4 DES VŒUX ROAD.

BOTTLED IN LONDON

BY
W. & A. GILBEY, LTD.

WINE MERCHANTS,

LONDON.

WINE MERCHANTS